THE BUMBLE BEE

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Columbia River Packers Association · Astoria, Oregon

EDITORIAL

William L. Thompson, Chairman of the Board, of Columbia River Packers Association took over active management of CRPA in 1928. Through his untiring energy, initiative and consummate merchandising and organizational ability, he carried the company through the dismal depression years and still retained the drive to move immediately ahead once the clouds began to clear away. In 1928 CRPA produced canned, mild cured and frozen salmon in a strictly seasonal and limited operation, as did other fish packing companies in this area. Today CRPA has a year around operation. Production of white meat Albacore tuna, canned and frozen crab, millions of pounds of fresh and frozen fillets, smelt, and other varieties and types of sea food in many processes has been initiated. Payrolls have gone up 500 per cent. CRPA has been to the forefront in every industry development and is still moving ahead, its financial position stabilized and placed on a sound basis. The "Boss" did it.

The Bumble Bee is Born

Today you have before you the first copy of the *Bumble Bee*. The Management hopes that this present publication will be the forerunner of many more editions. It is our plan and desire to present to the fishermen and employees of the Columbia River Packers Association, through this media, matters of practical interest and information and, we hope, of some entertainment. It has been designed primarily to bring more closely together Management and the hundreds of employees and fishermen who produce our product, and to acquaint our distributors throughout the nation with our current operations.

The success of this endeavor depends entirely upon the co-operation that will be extended by those to whom this publication is and will be dedicated. Unless such co-operation is given we cannot perfect an instrument that will be of the value and service that we anticipate for the *Bumble Bee*. Our intention is to develop an informative, newsy and entertaining medium through which the workers in the Company's many plants and stations can be more closely united through knowledge of what is being done and what is happening throughout the organization. We wish to make this a medium wherein the accomplishments, the joys, the sorrows, the complaints and the praises of the employees and fishermen of this Company can be recorded. We also wish to make it an organ for employee and fisherman suggestions for the improvement of labor relations. We intend to conduct herein a department which will specialize in the collection of ideas for improvement in our services, methods, procedures, and products. This department will be a place where any and all connected with this company may advance any idea which, in their judgment, could be put to practical use. It is our further purpose to suitably reward those whose ideas prove to be sound and which can be applied to the definite economic advantage of our operations.

This venture is new to the Management of this Company and to its employees, and it is evident that this first issue, necessarily published before our ideas can be concretely presented to our employees as a whole, cannot fulfill all the objectives that we have cited. We have endeavored herein to present to the best of our ability some items of the various types we hope to make permanent features of this publication's future. We hope to improve as future editions are released and are asking the co-operation of our employees and fishermen to this end.

If this publication can be made a media whereby the objectives set forth above can be accomplished in an interesting and informative manner, we will have reached the goal toward which we are directing our efforts.

From the Staff

Bumble Bee is interested in you. The staff wants to tell about you and your fellow CRPA workers and fishermen. Just the kind of things you like to hear about your friends and neighbors. A promotion. A record job. A new baby in the CRPA family. A marriage. Somebody going to war or a former CRPA employee or fisherman coming back from military service. Perhaps something out of the ordinary has happened to you. Mr. Fisherman may have picked up an unusual specimen or made an unusual catch. Anything that strikes your attention and that interests you may interest others. We can't get around to see you all. We are going to have to seek your help and ask you to bring these things to our attention. We have appointed reporters at some of our principal plants and stations and will have others on the job soon. If you can't get in touch with them drop a line to *Bumble Bee*, c/o CRPA Astoria, Oregon—and remember pictures help. Good clear snapshots of people and things. Get them in.

WE HAD TO HAVE ICE!

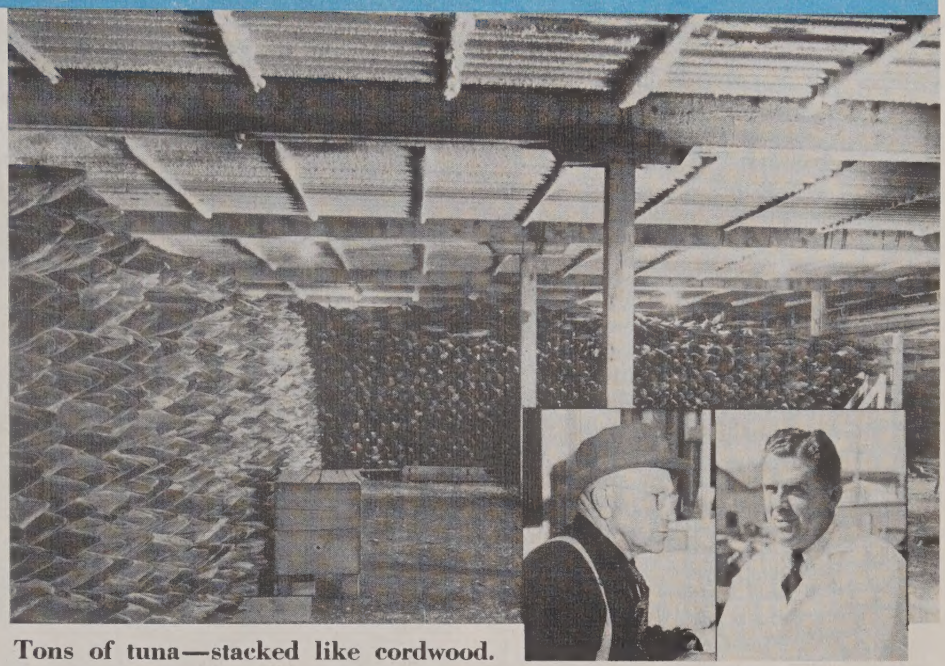
Big Tuna Catches Call for tons of Ice —CRPA Got it

Albacore poured into the canneries and cold storage rooms of Northwest packing companies this year until receiving capacity was taxed to the utmost. CRPA's refrigeration facilities were really tested but proved entirely adequate. Tuna, piled like cordwood in the big cold rooms, were held at temperatures well below the safety mark. The ice problem was another matter. With the condensers driving away to hold the cold rooms, ice production was necessarily diminished at a time when it should have been going up to meet increasing demands. A ton of ice is needed on the fish boat to a ton of fish delivered and when fish began coming in at 125 to 180 tons per day, ice stocks literally melted away. To complicate matters one of the best August salmon runs in 15 years arrived at the peak of heavy tuna deliveries.

Sweated It Out

While production men sweated out a labor shortage in the canneries and cold storage plants, driving continually to maintain operations at a speed to handle the huge receipts, CRPA management went out for ice and more ice. A spell of hot weather in the Northwest increased the difficulty as ice plants were called upon to meet heavy local demands in their communities. Trucks rumbled night and day and tenders operated on a 24 hour schedule. Ice was brought from here and there all over Oregon and Washington. Five tons, ten tons, a hundred tons. Ice had to be found and ice was found, and while some companies were forced to refuse or divert tuna deliveries CRPA took the fish and either canned it or managed to freeze it for future operations.

It was a big job and well done. Additional refrigeration machinery was purchased installed and put into operation at the heighth of the busy season. Ice deliveries were made where needed. For a time Tom Sandoz, executive vice-president; Floyd Wright, production manager, and Jay Hendrickson, production superintendent, had one thing on their minds during their waking hours. Ice—and we imagine, they dreamt about it at night. Thanks to full cooperation and an effort from every company man concerned in the big undertaking, the crisis was about over as September closed and the drop in salmon deliveries eased the strain.



Tons of tuna—stacked like cordwood.
Just one of CRPA's big cold rooms at the Astoria Cold Storage Plant. Tuna are frozen solid and held for canning.

HE FREEZES IT
"Tony" Canessa Supt. of CRPA Big Cold Storage Plant.

HE CANS IT
Jim Burke, Jr. Tuna Cannery Sup't., has winter job.

Maybe 30,000,000 Pounds

It was a big tuna year. Just how big we will not know until final count is in and the bait boats have turned to other fisheries but we believe it is safe to predict that the 15,000,000 pound albacore landings in the Pacific Northwest may jump to a huge total of 30,000,000 pounds in 1944.

Jim Burke, CRPA tuna cannery superintendent, hit a new record on August 20 when a little over 47 tons was put into cans as compared with a good big average day's pack of from 35 to 40 tons. Last year CRPA quit tuna canning on October 15. This year it is possible and indeed probable that 1945 will roll around before the last albacore is in its tin jacket.

Hundred Ton Days

Up at CRPA cold storage Superintendent Tony Canessa had a number of days when 100 tons were put into the freezers. One day, September 11, 111 tons of tuna and about six tons of other fish were handled in addition to a huge quantity of ice. Hard work, team work, and cooperation did it and every CRPA employee did his and her part in the big job of seeing that a necessary food was properly handled to make certain our national food stocks would not be impaired.

CRPA Outgrows its Present Quarters, Plans are Being Made for Additions

Feeling growing pains again CRPA is planning to let out a few more seams and expand until its structural dress is more of a fit to present needs. Latest development to reach the plan stage concerns the main office. Built to fit the company ten years ago the office has had a few bulges added from time to time but despite a little more room here and there, including the moving of the purchasing department to another building, constant growth has added more office workers. A decision was reached recently to do a complete renovation and extension job that will cure the problem for a long time to come.

Superintendent Jay Hendrickson and Engineer Albert Wong have drafted several sets of plans and are gradually developing a permanent set that will serve as a basis for the work which is slated to get underway early in October. Improved reception facilities; more private offices; and larger quarters for the bookkeeping, billing, and business machine departments will be included.

Salmon Season Off to Bad Start Came Back at the End

That dark and dismal feeling prevailed in the salmon cannery for many weeks after the start of the 1944 season, and the big Elmore plant looked like a Republican rally in Alabama back before the New Deal began to develop gray hairs.

Superintendent "Jock" L'Amie was reporting that he had canned "both fish" and the fishermen might as well have been using window curtains instead of linen web. The old cry that the Columbia salmon run was done was in full chorus and then came August.

That month brought with it one of the best sustained runs as to quantity and quality that the industry has experienced in the past 15 years. Once more the lines were full and the cans clicking down from the lofts. From the "two fish" days the change went to one day around August 16 when 102 tons went into the cans for a 4,500 case a day.

With the spring season over and the fall peak passed it can be definitely indicated that the 1944 pack will show a substantial increase over that of 1943.

That doesn't mean it was a good year because 1943 was one of the poorest in the industry's history but it does indicate that it is not all downhill and that, with proper care and conservation of the resource, we will be "always canning salmon" on the Columbia.

Most of the troll fish went into the fresh market and freezers. Bluebacks were practically out of the picture. Steelhead showed a healthy gain.

Silvers Good

One bright spot in the picture was the steady deliveries of extremely fine quality troll silvers which were going for the most part to CRPA's new frozen steak pack.

September's showing was so so. The first day brought huge catches but with the industry poised to handle another big pack like that of 1942 receipts dropped suddenly the second day, and slid down the scale until within a few days the totals were at the usual late September figures.

The August run came in conjunction with extremely heavy albacore deliveries and a sharp ise shortage. There was little opportunity for the usual diversion of help from the tuna side to handle the rush of salmon.

The town was combed for help and with the departments key men working almost around the clock everything was handled in fine shape. Some mighty fine salmon went into one pound talls but the answer was the pack was canned in good shape and ready to meet the demands of Uncle Sam with a little left over to be pro-rated into domestic channels.

RAW SALMON ON GRADE TABLE . . .

. . . AND COOKED SALMON IN THE CANS

Union Meeting of CRFPU

Fishermen meet on the First Tuesday of each month and Cannery Workers on the first Wednesday of each month. All meetings are held at the I.O.O.F. Building, 10th and Commercial Streets, Astoria, Oregon at 7:30 P.M., unless otherwise announced.

CRFPU NEWS

First of all, we take this means to thank the Management of the Columbia River Packers Association for their cooperative spirit by which our membership has been able to do its part in the production and processing of a very essential product for the war effort. We are proud of the fact that since Pearl Harbor we have not lost a single hour of production through work stoppages, this factor being possible only through the cooperative spirit by which all differences have been settled. When we made our pledge we knew it could be done. It has been done. Let's keep the good work up to a final victory.

FRED SANDOZ SALES MANAGER

Fred Sandoz, well known in Astoria and vicinity as a former manager of Swift & Co. branch here, has joined CRPA as sales manager. Brother of T. F. Sandoz, CRPA executive vice president, the new sales manager has had an extended experience in executive sales positions in various parts of the Northwest.

Joining Swift & Co. shortly after the end of World War I he advanced to managership of the Astoria plant and then went to manage the Tacoma plant of the same company.

Following several years there he was again advanced and took charge of the poultry, produce, and contracts division of the big Seattle plant of the same company. Late in the summer he decided to cast his lot with CRPA and after selling his home in Seattle moved his family to Astoria.

His long experience in food merchandising is proving a distinct asset to CRPA's sales plans.

Staff Photographer

Staff Photographer for the *Bumble Bee* is Ned Thorndike, well-known Astorian with a considerable background in commercial photography. Going back recently he took a refresher course in portrait and commercial picture taking in Chicago and returned here to join the CRPA staff.

He is available to take picture of interest involving CRPA activities and may be reached through Mr. Cellar's office in the main office building. We are asking for cooperation of our employees and fishermen so that Thorndike can get on the job whenever a good picture is available.

Fishing Industry Owes Debt to Armed Services for Co-operative Aid

The Astoria fishing industry owes a debt of gratitude to the U. S. Navy, Army, Marines, and Coast Guard for the spirit of cooperation and helpfulness exhibited during the past year. With its canneries and cold storage establishment jammed with fish and confronted with a serious labor shortage the pack could not have been handled without assistance and aid from the sources mentioned. Captain Ponto, of the Astoria Naval Base, Captain John Beck, Commandant of the Naval Air Station; Colonel Carl Doney, of Fort Stevens; and Lt. Miller, of the Coast Guard, all cooperated in the matter of permitting their enlisted personnel to aid when on leave or off duty in the work of saving a vital and perishable food product, and the enlisted men themselves showed interest and a willingness to cooperate in every way possible. The officers also were of great assistance by spreading the information to enlisted men's families that work was available of a type that was a real help in the war effort.

CRPA also appreciates the attitude of the Columbia River Fishermen's Protective Union which lent willing cooperation to the matter of employment of service men, and to Clyde Tuel, of the United States Employment office who took a great interest in the matter of getting help where it was needed.

Without this type of cooperation the job could not have been done and the industry and community is greatly appreciative of the help received from the armed services.

John "Jock" L'Amie

Elmore Salmon Cannery Superintendent.

"Jock" enjoys a good laugh but doesn't let it interfere with his work.

Bumble Bee Leads Again

From the American Grocer, Sept. 13, 1944

Wm. H. Stanley, for many years New York sales representative for the Columbia River Packers Association, packers and proprietors of the popular "Bumble Bee" brand of fancy Chinook salmon, and who is now retired from active business, has taken up yachting for diversion. Mr. Stanley's yacht, the Bumble Bee took the honors in the International class competition of the Manhasset Bay Yacht Club race week, which ended its five day session Sunday, September 10, 1944.

Over the entire program Bumble Bee gained two first places, a second and two fifths for a total of 66 points. This number led Cornelius Shields' Aileen by 2 points.

Cellars Gets Commission

Allen Cellars, formerly in the CRPA Cold Storage and Elmore Time Office, was recently commissioned a 2nd Lieutenant, Infantry, at Fort Benning, Ga. He is now First Platoon Leader with Company A, 201st U. S. Infantry at Camp Jackson, South Carolina. This outfit is back in the States after 22 months in the Aleutians and is waiting orders for another assignment.

ELMORE TIME OFFICE

They are adding it up. . . *Left to right:* Janet Hekela, Dorothy O'Bryan, Hazel Stickles, Doris Lindstrom and Eloise Beemer

CRPA BUILDS TUNA "BAIT BARGE"

SCOW FLOATS BIG TANKS

Bait for Fleet can be Held for Use as Needed

Keenly interested in the problem of increasing albacore production CRPA tackled the vexing bait problem this year and the result has been the Thor. A self propelling barge, 74x22 feet, the Thor carries six huge tanks each capable of storing and keeping alive for about 30 days from 250 to 350 "scoops" of anchovies. Water is constantly circulated through these tanks. It is brought in from the bottom of the barge by a powerful pump operated by a 50 h.p. Diesel motor, with a gas motor standby in case of trouble. Circulation of water through the tanks is handled via 12 inch pipes which insure a rapidly renewed supply of fresh water.

In practice the barge will operate with a bait seining boat. It will proceed with this boat to the bait seining areas and the bait will be brailed directly into the tanks on the barge from which in turn it will be scooped and dropped into the bait tanks on the fishing craft. Two way radio permits communication directly with fishing craft to advise them as to the location of the barge.

The Thor was designed to remedy one of the big bottle-necks to tuna production. Often the tuna fisherman has to spend more time hunting for bait than he is able to spend in actual fishing. It is also hoped that the barge will help CRPA fishermen to operate later than other fishermen as the bait generally disappears before the tuna schools leave the coast.

The Thor represents an investment of between $40,000 and $50,000 and is a CRPA'S contribution to more efficient fishing practices. Unfortunately the craft was completed too late in the year for all the "bugs" to be worked out and given a thorough try-out in practical operation. It is a CRPA product built in the company's own yard by Yard Manager Bill Wootton and designed for the greater part by Walter Burrus, Port Engineer, for the company.

The "Thor" tied up on Astoria waterfront ready to start for Grays Harbor.

BACK FROM VACATION

Louise "Pinky" Carlson is back from a vacation spent in Seattle, Vancouver, and way points. She and husband Ed report an enjoyable but exhausting time but deny reports they traveled in one of the big red trucks. She expresses the hope of getting rested up for another fling next year.

EMIL HAS BIRTHDAY

Emil Streichert, fish department auditor, celebrated such-and-such a birthday on September 25. "Just another year," he said, adding that he was beginning to get used to them.

SHIP'S LOG

CRPA Shipyard Division has come under the company's Group Insurance plan that embraces benefits for illness or accident off the job, combined with life insurance with double indemnity for accidental death, etc.

In spite of the rush of work on fishing boats, CRPA shipyard gave the sports fleet a break last month. Lt. Commander Powell's cruiser, the "Hazel L" had a damaged stem. It was hauled on the ways and quickly repaired by Abe Lindstrom's crew. Commander Powell is stationed at the Astoria Naval Air Station.

Lura Skyles is going to be the *Bumble Bee* reporter for shipyard division. Give her the dope and a chance to exercise her journalistic talents.

Mid September vacations were being taken by George Haarala, labor foreman; Frank Johnson, leaderman; Harry Larson, shipwright; and Andrew Lister, shipwright.

Lewis Wright, former Elmore jitney jockey and truck driver, now Seaman Second Class in the U. S. Navy in the Naval Technical Training Corps at Norman, Oklahoma. He expects to come out a fully fledged aviation machinist.

THE BUMBLE BEE

Published periodically by the Columbia River Packers Association, Inc., Astoria, Oregon, for employees and fishermen.

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Associate Editor....RAE MOULTON

ASTORIA REPORTERS

Office.....Louise Carlson
Elmore Tuna.....Alice Scharzenbach
Elmore Salmon.....P. J. Burke, Sn.
Cold Storage.....June Larson
Shipyards.....Lura Skyles
Boatyard and Launches.....Johan Peterson
Scandinavian.....John North
Geo. & Barker.....Peter Welch
Occident.....Albert Paldanius
Alaska Office.....Herman Geissel
Machine Shop.....Tom Wooton

STATION REPORTERS

Reedsport.....Melvin Jensen
Cushman.....George Ready
Waldport.....Jack Marincovich
Newport.....Maxine Williams
Depoe Bay.....Lois Edwards
Wheeler.....George Radich
Eagle Cliff.....George Johnson
Ellsworth.....Bernice Loomis
St. Helens.....Oscar Gerard
Clifton.....Jalmar Thompson
Altoona.....Laura Hendrickson
North Shore.....Frank Pfleger
Ilwaco.....Wayne Suomila
Westport, Wn.....Gene Ma
Bay Center.....Carl Rozine

STAFF PHOTOGRAPHER...Ned Thorndike

SHIPYARD DIVISION

Fishing Fleet on CRPA Ways During Summer

CRPA's shipyard located on Young's Bay has been humping its back all summer despite the fact that operations have been continually hampered by a shortage of labor, and has managed to really turn out a large amount of new construction and repair work.

One of the difficult jobs has been the completion of the last of the three 272 foot barges built by the yard for the U.S. Maritime Commission. When this barge and sister ships built on Puget Sound were completed, according to Government design, it was found that they would not tow properly. After some months of study the Government authorities decided the fault could be corrected by power steering and a new towing bridle. Experiments were carried on at the local yard with a scale model and the necessary changes determined. At present writing steam steering equipment has been installed; a new towing bridle put into place; and crew, coal, and water quarters enlarged to meet the needs of the additional men, fuel, and water necessary for the operation of the steam gear. By the time of this publication it is hoped that the test will have been successfully made and the job officially ended.

NEW BOATS

Despite concentration of effort on the government barge the yard has been very busy at other work. The record speaks for itself. New boats built include the 70 foot drag and tuna boat Brookfield. This craft was built up from a couple of stern bolts from the old tug Brookfield. It will be owned and operated by Bob Larson, formerly connected with CRPA Shipyard and Bob Cronen who boasts the biggest displacement in the dragger fleet. Other new craft built at the local yard are the Joan 36 foot troller for John Frieberg, of Chinook, Washington; and the Veda M. 34 foot troller for Charley Matteucci, of Astoria.

Other new craft were the Thor, of which much more is said in another column in this issue, and the Husky and Wolf. All three are power barges 72 by 24 feet. The Husky and Wolf were for the CRPA Alaska operation while the Thor is being used as a bait barge on Grays Harbor.

Bill Wooten Ade Lindstrom

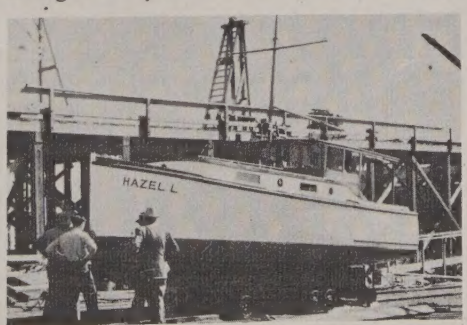
BOATS REBUILT

In addition to the new craft a number of boats were practically rebuilt. They included the Man-o-War cannery tender for the Chinook Packing Co., the Empire II, 58 foot dragger and shark boat for Trygve Johansen; the Polaris, 40 foot troller for Carl Hill; and the July, 34 foot troller for Alfred Erickson, of St. Helens. In addition to all this work 84 fishing craft of all kinds and sizes were hauled on the CRPA way for minor to major repairs.

NEW WORK

With plenty of repair work waiting action the yard is starting new work. Included will be two 76 foot draggers. One is for Ralph Horne, of Astoria, and the other for CRPA for use in Alaska operations. Another 72 foot power barge designed to carry ice and fish and for use on the Columbia River is well advanced on the ways. With other jobs in sight the yard looks to a busy winter.

"Brookfield"



"Hazel L"

Covered Ways Planned for Ship Division

A compact, well centralized, and well equipped yard with plenty of room for winter storage of troll boats is the picture Yard Master Bill Wootton and Superintendent Ade Lindstrom draw for CRPA's rather sprawling present shipyard at Young's Bay. With the big government boats out of the way the plans are to practically remake the yard and centralize operations so that CRPA's program for building and repairing fishing boats can be carried on with the greatest efficiency.

The land end of the center way is to be dropped about five feet and the entire way to be covered. The present overhead crane will be removed and a monorail lift installed. The roof will give a 50 foot clearance and plenty of depth for several boats. Work at dropping the level of the way has been started and it is expected that the covering will proceed rapidly.

All carpenter equipment including saws, etc., will be housed right at the head of the way so that everything will be convenient to operations and much of the current footwork saved.

No. 3 way will be extended out to the pier head line and made into a roller way. This work has also been started but cannot be continued to any degree until the government barge now tied across the ways is finished and out of the yard.

NEW MACHINE SHOP

The plans also call for a new machine shop 48 by 200 feet to be built on the dock at the outer end of the ways. Located there the machine shop will be very convenient for the performance of repairs and installation jobs on craft which can be moored alongside. *Bumble Bee* had planned to panorama the yard for this edition but with the improvements coming up decided to wait and get a better picture later.

The Columbia River spring salmon run started with very light production. As the season progressed receipts were more favoral le with the result that the total pack showed an increase over that of 1943 for the same period. The resulting volume, however, was still considerably behind the 1942 average.

The fall season on the river opened on September 10, with very heavy deliveries received the first few days. Following these heavy early receipts the pack dropped sharply and leveled off during the balance of the month.

The government reservation orders calling for 60 per cent of the Columbia River canned pack of salmon resulted in decreased quantities for our domestic trade. In view of this condition the company made an equitable distribution to our trade in the many markets where our products are sold.

Albacore Tuna

The 1944 pack of Albacore tuna has shown every promise of exceeding the 1942 season, which was the peak year for our company.

Favorable weather for several months made many record catches possible for various sized boats. These catches until the first of September were obtained largely by jig boats using lures, while the past months the boats equipped with bait tanks have had very fine results.

Our company maintains one of the most modern and sanitary tuna canneries on the Pacific coast. This operation is streamlined with new facilities, making our packs of Albacore tuna the finest quality canned. Visitors are always welcome, as we are proud of our Astoria plants.

Five Pound Carton Frozen Fillets

The off-shore trawl fishing for the past four years has shown steady growth. Although the armed forces have required a large portion of this production, we have been conscious of the postwar market, and have recently started production of a very attractive five pound carton of various species of bottom fish. These frozen fillets are cellophane-wrapped in packages averaging six to eight to the five pound carton. To identify this new package as one of quality merchandise, we are packing it under our *Bumble Bee* brand. These fillets are the choice cuts of selected fresh fish. They are quick frozen to protect the natural delicate flavor of the fish and they offer the basis for a variety of tasty dishes. They are prepared and packed in a modern, sanitary plant, with particular attention to uniform quality.

As retail sales units acquire the new frozen food display cabinets, this package will be a "natural" for postwar merchandising. Judging from the favorable acceptance in the markets where we have introduced this item, we are looking forward to a fine distribution as our production progresses.

Newport Meeting

Early in September CRPA's Sandoz, Hendrickson, Cellars and Attorney Sloan went to Newport to confer with other operators there and the negotiation committee of the I.F.A.W.A. local in regards to wages and working conditions. They left with provisions for the new contract pretty well worked out but with some final details to be settled through conferences with local plant managers. Also tentative arrangements were made whereby future contract negotiations may be carried on, along with the Astoria negotiations instead of afterward. CRPA is looking forward to extending its Newport operations and providing more continuous work for its employees there.

Perkin in Personnel

Jack Perkin, formerly of the Personnel staff of CRPA, and now gobbing it in the Navy wrote after a recent leave in Astoria that he had returned to Camp Farragut in Idaho and had been attached to the personnel force in the selection branch at that camp.

What's Your Idea?

The CRPA is constantly aiming and working toward improvement; improvement of production methods and facilities; improvement in safety devices and work methods; and improvement in labor relations; to the end of producing an improved product for our thousands of consumer friends. If you have a bright idea along these lines, or even if you have a "beef" about something you think is wrong and correction of which would result in a betterment, put them in writing and drop them in the "What's YOUR Idea" boxes, which will soon be placed in the company's principal plants and stations, or just mail them to "What's YOUR Idea," c/oCRPA, Astoria, Oregon. Your idea will be carefully considered and in any cases where such ideas are found to be possible of practical application resulting in a real economic benefit, you will be suitably rewarded. Write it out and get it in before the other fellow thinks about it. Print your name and address on each communication. YOU may hit the jackpot.